

**Amendments to the Claims**

This listing of claims will replace all prior versions, and listings of claims in the application:

**Listing of Claims:**

1. (currently amended) A method for operating an engine having a first and second group of cylinders, **wherein said engine further comprises a throttle**, comprising:

operating in a first mode wherein the first cylinder group operates with air and substantially no injected fuel and the second cylinder group operates by combusting air and injected fuel at a lean air-fuel ratio, **and during said first mode, said air for said first and second group of cylinders passes through said throttle**;

providing an indication of the device temperature; and

in response to said indication, disabling said first mode of operation and operating the engine in a second mode of operation.

2. (original) The method recited in Claim 1 wherein said second mode of operation includes retarding ignition timing of cylinders in the second group.

3. (original) The method recited in Claim 1 wherein said second mode of operation includes injecting and combusting fuel in said first group.

4-5. (cancelled)

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6. (original) The method recited in Claim 1 wherein said second mode of operation includes injecting and combusting fuel in said first group at a near stoichiometric air-fuel ratio.

7. (original) The method recited in Claim 1 wherein said second mode of operation includes injecting fuel in said first group.

8. (original) The method recited in Claim 1 wherein said second mode of operation includes operating said second group of cylinders rich of stoichiometry, and wherein gasses from said first and second cylinder group mix.

9. (previously presented) A method for operating an engine having a first and second group of cylinders, comprising:

in response to a desired engine output torque determined based on operating conditions, operating in a first mode wherein the first cylinder group operates with air and substantially no injected fuel and the second cylinder group operates by combusting air and injected fuel at a lean air-fuel ratio;

providing an indication of whether the device temperature is within a preselected temperature range; and

in response to said indication, disabling said first mode of operation and operating the engine in a second mode of operation including retarding ignition timing of cylinders in the second group.

10. (currently amended) A method for operating an engine having a first and second group of cylinders, wherein said engine further comprises a throttle, comprising:

in response to a desired engine output torque determined based on operating conditions, operating in a first mode wherein the first cylinder group operates with air and substantially no injected fuel and the second cylinder group operates by combusting air and injected fuel at a lean air-fuel ratio, and during said first mode, said air for said first and second group of cylinders passes through said throttle;

providing an indication of whether the device temperature is within a preselected temperature range; and

in response to said indication, disabling said first mode of operation and operating the engine in a second mode of operation including injecting fuel in said first group.

11. (previously presented) The method recited in Claim 10 wherein said second mode of operation includes injecting and combusting fuel in said first group.

12. (previously presented) The method recited in Claim 10 wherein said second mode of operation includes injecting and combusting fuel in said first group at a near stoichiometric air-fuel ratio.

13. (previously presented) The method recited in Claim 10 wherein said second mode of operation includes injecting and combustion fuel in said first and second group.

14. (previously presented) The method recited in Claim 10 wherein said second mode of operation includes operating said second group of cylinders rich of stoichiometry, and wherein gasses from said first and second cylinder group mix.

15-16. (canceled).